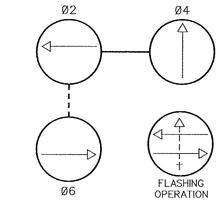
SIGNALS

1-7

R
Y
G
12"

FHWA REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD			

NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

CONSTRUCTION DETAILS

A. Install foundation for a NEMA 6 base cabinet. Existing controller and cabinet to be reinstalled.
B. Install handhole.
C. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
D. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
E. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched during construction.
F. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
G. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched during construction.
H. Install micro-loop probes (set of 3).
J. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
K. Install 24 in. wide pavement marking - white for stop line.
L. Extend existing stop line with 24 in wide pavement marking.
M. Install handhole on existing conduit run.
N. Use existing handhole. Pull back all existing cables from existing controller and rerun in new conduit back to new cabinet.
O. Use existing loop detector.
P. Use existing handhole. Splice new aluminum shielded cable to existing loop detector wire.
Q. Use existing mast arm and all attached equipment.
R. Use existing conduit.
S. Disconnect existing loop detector.
T. Remove existing sign.
U. Remove existing handhole.
V. Remove existing cabinet and all attached equipment. Existing cabinet and controller to be relocated.
W. Cap and abandon existing conduit.
X. Proposed underground electrical service by Allegany Power.
Y. Installed as part of the Interconnect Plan.

NOTES

1. "D.O." indicates delay output loop detector.
2. Geometrics shall be confirmed prior to the installation of signal equipment.
3. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
4. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings will be installed as part of the highway contract.
5. Revision 'A ' is a revision to the traffic signal built in June, 1990 under S.H.A. Contract No.: W-871-505-685.
6. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

Revision "A"

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GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

G — G — GAS MAIN
W — W — WATER MAIN
S — S — SEWER MAIN
E — E — ELECTRIC CABLES
D — D — STORM DRAIN
A — A — AERIAL CABLES
T — T — TELEPHONE CABLES

REVISIONS

A	March 26, 1998	Modify due to geometric changes. S.H.A. No.BW996M82

APPROVALS

ASST. DIVISION CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. DISTRICT ENGINEER - TRAFFIC

DIRECTOR, OFFICE OF TRAFFIC & SAFETY

ORIGINAL ON FILE

MDOT – STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

DRAWN BY: L. Tauber
DES. BY: J. Malinowski
CHK. BY: Bruce Thompson 3-30-98 D. J. Doda

(Traffic Signal Plan)

MD 65 at I-70 WB Off Ramp

COUNTY: WASHINGTON LOG MILE * 21006510.72

DATE: June 1990 F.A.P. NO. N/A
SCALE: 1" = 20' S.H.A. NO. W-871-501-685

TS/STD. NO. *2611A*

SHEET NO. 1 of 8